San Diego County Traffic Advisory Committee



Committee Secretary
5510 Overland Avenue #410, Room 470, M.S. 0-334
San Diego, California 92123-1239
(858) 694-3845

Represented Agencies

Automobile Club of Southern
California
California Department of
Transportation
California Highway Patrol
Independent Insurance Agents
& Brokers of San Diego
San Diego County Bloycle Coalition
San Diego County Department of
Public Works
San Diego County Poffice of Education
San Diego County Poffice of Education
San Diego County Poffice Safety
Council
San Diego County
Sheriff's Department

July 15, 2014

To: Each Member of the San Diego County Traffic Advisory Committee

From: Secretary

MEETING NOTICE

Attached is the preliminary agenda for the Traffic Advisory Committee meeting to be held on Friday, July 25, 2014. The meeting will begin at 9:00 AM at the Department of the Public Works, Second Floor Room 271, 5510 Overland Avenue in San Diego.

KENTON R. JONES, Secretary

San Diego County Traffic Advisory Committee

KRJ:pjh

Attachment

July 25, 2014

AGENDA

I. Call to Order / Roll Call

II. Pledge of Allegiance

III. Approval of Minutes from June 13, 2014

IV. Items for Review

SUBJECT LOCATION AREA PLANNING/ SPONSOR GROUP

SUPERVISORIAL DISTRICT 2

A. SPEED LIMIT SOUTH GRADE ROAD ALPINE ALPINE

B. RADAR AURORA DRIVE LAKESIDE LAKESIDE RECERTIFICATION

SUPERVISORIAL DISTRICT 5

A. RADAR ALISO CANYON ROAD RHO SANTA FE SAN DIEGUITO RECERTIFICATION

DISCUSSION ITEM:

1. PALA TEMECULA ROAD

COMMITTEE REPORT OF:

July 25, 2014

Item 2-A

SUPERVISORIAL DISTRICT:

SUBJECT:

Speed Limit

LOCATION:

South Grade Road from Tavern Road northwesterly to

Arnold Way (3.5 miles), ALPINE (Thos. Bros. 1253-J2)

Alpine Community Planning Group

INITIATED BY:

DPW Traffic Engineering

REQUEST:

Speed Limit Review

PROBLEM AS STATED BY REQUESTER:

South Grade Road is posted 50 MPH and is radar enforced. Due to an ongoing speedrelated concern from a local resident who stated, the roadway is narrow with many hidden driveways, some with limited sight distance and various curves, we are interested in the review of the formal 50 MPH speed limit posting. The adjacent eastern portion of South Grade Road is posted 45 MPH and is radar enforced.

Existing Traffic Devices

South Grade Road is a striped two-lane Through Highway that varies between 27 and 55 feet wide. There is edge-striping along both sides of the roadway. The road is posted 50 MPH/Radar Enforced. The road is classified as a Light Collector on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	<u>10/10</u>	<u>4/02</u>	<u>10/94</u>
South Grade Road: E/o Arnold Way W/o Tavern Road	3,140* 3,070*	3,360* 2,880*	2,550* 3,480*

^{*} Two-way count

Spot Speed Data	85th	10 MPH	% in	
	<u>Percentile</u>	<u>Pace</u>	<u>Pace</u>	
South Grade Road: 2,000' W/o Tavern Rd	(2014) (2010) (2002)	48.6 MPH 47.5 MPH 45.8 MPH	35-44 37-46 37-46	60.0% 66.1% 83.6%

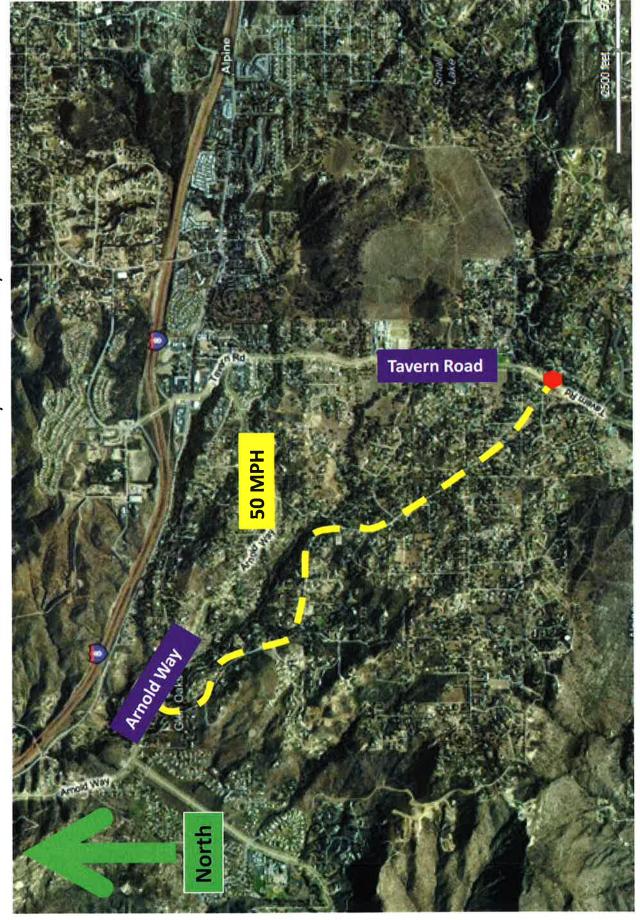
2

Spot Speed Data (cont)	85th <u>Percentile</u>	10 MPH <u>Pace</u>	% in <u>Pace</u>
South Grade Road:				
350' E/o Big Red Rd	(2014)	52.9 MPH	43-52	75.0%
-	(2010)	51.7 MPH	40-49	62.1%
	(2002)	53.9 MPH	45-54	69.4%
South Grade Road:				
430' E/o Petra Wy	(2014)	51.0 MPH	41-50	60.0%
	(2010)	49.0 MPH	39-48	63.0%
	(2002)	51.4 MPH	43-52	75.9%

Collision Data

There have been 39 reported collisions along this segment of roadway in the last five years (03-30-09 to 03-31-14), 12 of which involved injuries.

South Grade Road from Tavern Road northerly to Arnold Way





RADAR SPEED SURVEY SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

	DECO!												
Road Name: South Grade Rd			Rd	From: Tavern Rd			To: Arnold Wy						
Position	ı:	2000 fee	et wes	t of Tav	ern Rd					Direction:	EB/WB	3	
Date:		6/24/2014 Tue Weather: Clear/Sunny					Project Nun	nber:	N/A				
Time Sta	art:	9:39 AM			Road Co	ondition	: Go	od/Dry		Observer:		Geoff F	Retemeyer
Time En	d:	10:41 AN			Posted	Speed:	50	mph		Calibration	Test:	N/A	
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70			95	th Perc	entile		52.2						
Total	108								L		1		



RADAR SPEED SURVEY SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

To: Arnold Wy South Grade Rd From: Tavern Rd Road Name: 350 feet east of Big Red Rd Direction: EB/WB Position: Weather: Clear/Sunny N/A 6/24/2014 Tue **Project Number:** Date: **Road Condition:** Good/Dry Observer: Geoff Retemeyer Time Start: 10:51 AM 12:08 PM **Posted Speed:** 50 mph **Calibration Test:** N/A Time End: Speed Num. Cum. **Number of Vehicles** (mph) Veh. Pct. 15 0 2 4 6 10 12 14 16 15 17 18 20 19 25 20 21 30 22 23 35 24 40 25 26 45 27 50 28 29 55 30 60 31 32 65 33 34 70 35 1 0.9% 36 100% 37 1 1.9% 38 90% 1 2.8% 39 80% 40 1 3.7% 41 1 4.6% 70% **Cumulative Percent** 42 3 7.4% 60% 43 6 13.0% 44 10 22.2% 50% 45 32.4% 11 40% 46 36.1% 7 42.6% 47 30% 48 10 51.9% 20% 49 6 57.4% 9 65.7% 50 10% 51 12 76.9% 0% 82.4% 52 6 53 3 85.2% 30 40 20 50 60 70 80 0 10 54 5 89.8% Speed (mph) 55 2 91.7% 56 3 94.4% Data Plot -50th Percentile 85th Percentile 57 1 95.4% 58 96.3% 1 90th Percentile 95th Percentile 59 97.2% 1 60 **DATA ANALYSIS** 1 98.1% 61 99.1% 62 1 **Average Speed** 48.5 Range 35 -66 63 64 10 mph Pace 50th Percentile 47.8 43 - 52 65 66 1 100.0% **Number in Pace** 85th Percentile 52.9 81 67 68 54.1 Percent in Pace 75% 90th Percentile 69 70 56.6 95th Percentile Total 108



RADAR SPEED SURVEY SAN DIEGO COUNTY DEPT OF PUBLIC WORKS

Road Name: South Grade Road From: 0 To: 0	100														
Date: 6/24/2014 Weather: clear Project Number: 0	Road Na	me:	South G	rade f	de Road From: 0				To: 0						
Time E+ct: 12:58PM Posted Speed: 50MPH Calibration Test: Y Speed	Position	;	430 ft E/	o Pet	ra Way	,			Direction: EB/WB						
Time E+ct: 12:58PM Posted Speed: 50MPH Calibration Test: Y Speed															
Time End:	Date:		6/24/20	14		Weathe	r:	clear			Project N	umber:	0		
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COMMITTEE REPORT OF: July 25, 2014 Item 2-B

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Aurora Drive from Los Coches Road southwesterly to

Highway 8 Business (0.61 miles), LAKESIDE (Thos. Bros. 1232-D7) Lakeside Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Aurora Drive from Los Coches Road southwesterly to Highway 8 Business is posted 40 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 40 MPH speed limit.

Existing Traffic Devices

Aurora Drive is a striped two-lane roadway that varies in width from 24 to 30 feet wide. The road is posted 40 MPH/Radar Certified The road is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	<u>7/14</u>	<u>5/06</u>	10/99
Aurora Drive: W/o Medill Av W/o Los Coches Road	1,070*	1,180*	1,700*
*Two-way Count			

Spot Speed Data	85th	10 MPH	% in	
	<u>Percentile</u>	<u>Pace</u>	<u>Pace</u>	
Aurora Drive:	(2014)	44.0 MPH	35-44	83.0%
100 ft W/o Medill Av	(2008)	44.1 MPH	35-44	68.1%

Collision Data

There have been four reported collisions along this segment of roadway, two of which involved injury, in the last five year period (03-30-09 to 03-31-14).

Aurora Drive from Los Coches Road southwesterly to Highway 8 Business



Spot Speed Study
Prepared by: National Data & Surveying Services

City of Lakeside

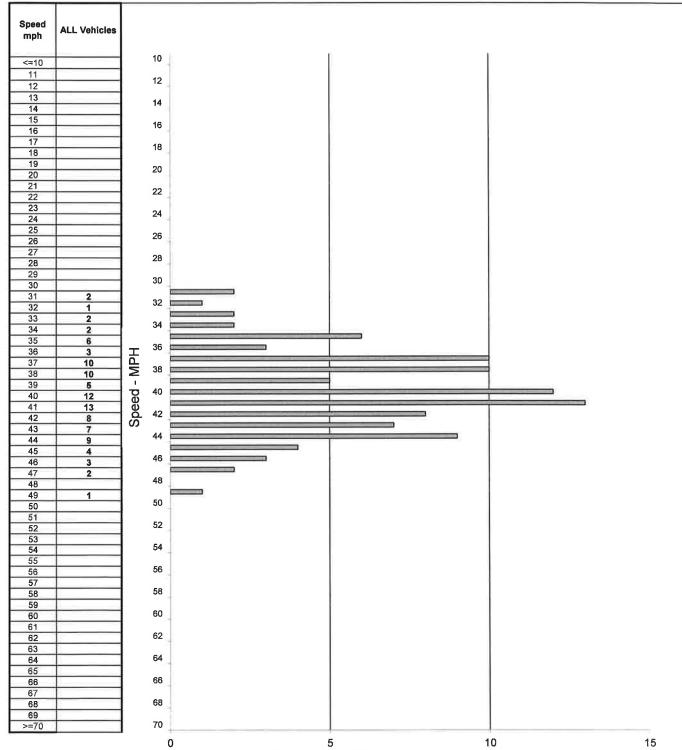
DATE: 6/26/2014

Location: Aurora Dr 100' w/o Medill Ave

TIME: 11:20-13:20 Posted Speed: 40 MPH Clear/Dry

Project #: 14-4170-006

Eastbound & Westbound Spot Speeds



Number of Vehicles

	SPEED PARAMETERS								
	50th 85th 10 MPH Percent in								
Class	Count	Range	Percentile	Percentile	Pace	# in Pace	Pace	% / # Below Pace	% / # Above Pace
ALL	100	31 - 49	40 mph	44 mph	35 - 44	83	83%	7% / 7	10% / 10

COMMITTEE REPORT OF:

July 25, 2014

Item 5-A

SUPERVISORIAL DISTRICT:

5

SUBJECT:

Radar Recertification

LOCATION:

Aliso Canyon Road from El Camino del Norte northerly to Avenida del Duque (0.52 miles), RANCHO SANTA FE (Thos. Bros. 1148-F7) San Dieguito Community

Planning Group

INITIATED BY:

DPW Traffic Engineering

REQUEST:

Radar Recertification

PROBLEM AS STATED BY REQUESTER:

Aliso Canyon Road from El Camino del Norte northerly to Avenida del Duque is posted 45 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 45 MPH speed limit.

Existing Traffic Devices

Aliso Canyon Road is a striped two-lane roadway that measures from 30 to 40 feet wide. There is edge-striping along both sides of the roadway. The road is posted 45 MPH/Radar Certified. The road is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes	<u>07/14</u>	<u>10/00</u>
Aliso Canyon Road: S/o Via del Charro	3,285*	2,390*

^{*} Two-way Count

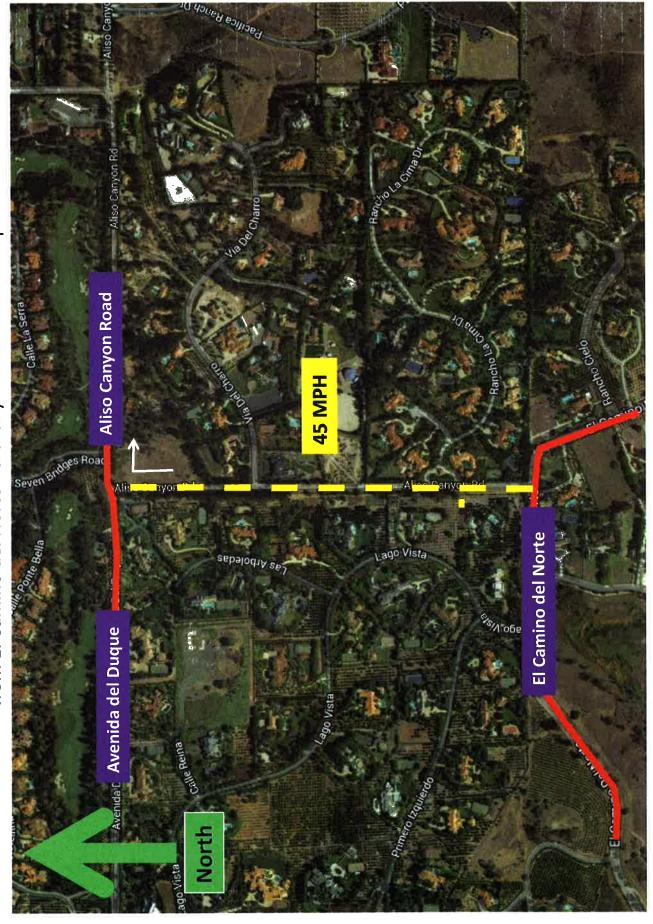
Spot Speed Data		85th <u>Percentile</u>	10 MPH <u>Pace</u>	% in <u>Pace</u>
Aliso Canyon Road: 380 ft S/o Via del Charro 275 ft S/o Via del Charro	(2014) (2007)	49.0 MPH 47.2 MPH	38-47 37-46	60.0% 63.6%

Collision Data

There has been one reported collision, that involved injury, along this segment of roadway in the last five year period (03-30-09 to 03-31-14). A westbound motorist, entering Aliso Canyon Road from a private road, violated the right-of-way of a northbound motorist.

Aliso Canyon Road

from El Camino del Norte northerly to Avenida del Duque



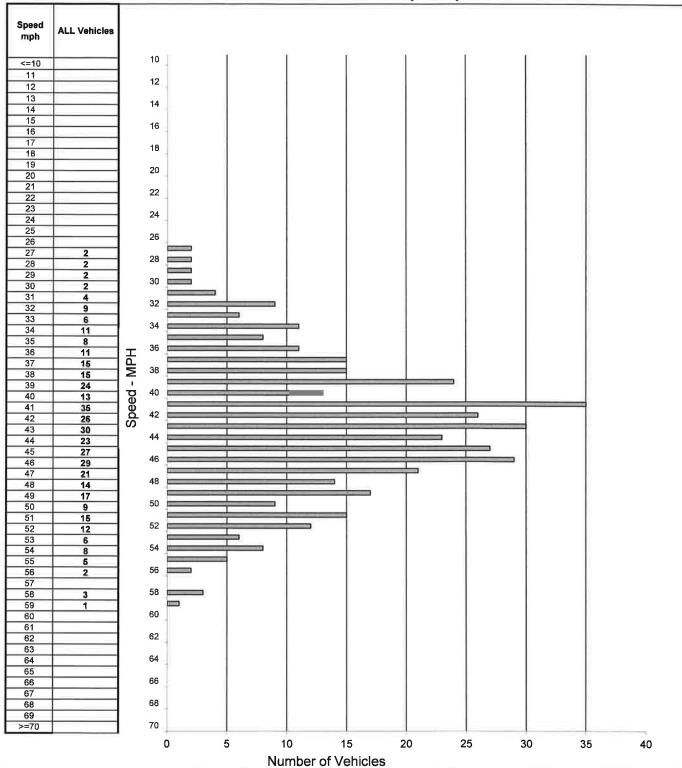
Spot Speed Study Prepared by: National Data & Surveying Services

City of Rancho Santa Fe

DATE: 6/26/2014 Location: Aliso Cyn Rd 380' s/o Via Del Charro

TIME: 13:30-15:30 Posted Speed: 45 MPH Clear/Dry Project #: 14-4170-004

Northbound & Southbound Spot Speeds



	SPEED PARAMETERS										
Class	Class Count Range Percentile Percentile Pace # in Pace Pace % / # Below Pace % / # Above Pace										
Class	Count	Range	rercentile	rercentile	Pace	# in Pace	Pace	/6 / # Delow Pace	% / # Above Pace		
ALL	407	27 - 59	43 mph	49 mph	38 - 47	243	60%	17% / 72	23% / 92		

INFO ITEM:

Pala Temecula Road

County of Riverside Pala Temecula Road PALA

INFORMATIONAL ITEM

LOCATION: Pala Temecula Road from Pala Mission Road northerly to Riverside County

Line (5.0 miles), PALA (Thos. Bros. 1029-H4) Pala-Pauma Community

Sponsor Group

BACKGROUND:

On September 14, 2013, your Committee reviewed establishment of either a weight or length restriction along Pala Temecula Road. County staff stated 25-foot kingpin to rear axle advisory length warning signs had recently been installed as a non-regulatory measure. County road crews were continually performing guardrail maintenance. When reviewing the damage, it became apparent large commercial vehicles were failing to stay within their lanes and striking the guardrail. Also, depending on the location of work, road crews were experiencing challenges maintaining a visible traffic control zone.

The chair of the Pala-Pauma Community Sponsor Group supported a 7-ton weight limitation. He indicated the Sponsor Group did not support any length restriction due to its negative impact on casino buses traveling between the Pechanga and Pala Casinos. He stated Pala Temecula Road is steep and narrow with tight radii curves and restrictive sight lines. State Route 76 is more conducive and easier to navigate for large commercial vehicles.

The Committee noted Pala Temecula Road is a rural mountainous two-lane roadway with many horizontal/vertical curves and steep grades that tend to slow heavy commercial vehicles more than most other motorists. Frustrated motorists were becoming impatient and were illegally passing slower moving vehicles. Also, the volume of overall daily traffic and large commercial vehicles (approximately two percent) was greater than expected for similar type of roadways. Your Committee agreed it was more desirable for large commercial vehicles to travel on State Route 76, Interstate 15 and State Route 79. Your Committee recommended establishment of a 7-Ton weight limitation to reduce potential conflicts between faster traveling vehicles and slower moving commercial trucks, decrease guardrail maintenance activities and increase the comfort level for County road crews. The weight limitation would not apply to trucks with origination or destination points along Pala Temecula Road. Nor would it impact casino buses who were avoiding conflicts due to their low wheel base that would incur substantial body damage. Large commercial vehicles have a higher wheel base rising above the guardrail, minimal or no body damage is experienced, while the guardrail does incur damage. CHP Oceanside and Temecula Offices stated the proposed weight limitation would eliminate unnecessary cross-overs and reduce the number of slower moving vehicles impeding travel flow and allow enhanced enforcement.

It was requested this matter be brought back one year after the weight limitation was posted to determine its impact on Pala Temecula Road's operating conditions and collision experience.

Collision Data

All the associated advanced warning and regulatory signs were in place by March 27, 2013. There have been no reported non-mechanical collisions involving large commercial vehicles, crossing over centerline, edge-striping and/or striking guardrail, from March 27, 2013 to March 31, 2014.